

## WRAPPED IN A DENSE FOG.

TRAVEL ON RAILROADS AND RIVERS MADE VERY PERILOUS.

**Ferryboats and Other Craft Crossing Together—Trains on the High Tracks in Collision—Landslide on the Erie Railroad.**

Women. He looked out of the window and saw the Alaska, leaning over the gunwale of the boat, and then came a crash. He and his friend, when he next collected his senses, were covered with broken and splintered boards and timbers. The boat was leaking, and the two survivors, shouting and screaming in the most frantic manner.

The excitement among the people who blocked the approaches to the ferry awaiting a chance to cross was great. Not a few returned to their homes after the accident unwilling to risk a trip in the boat. Insured dollars will repair the damage to the boats.

## LAND SLIDE ON THE ERIE.

A hand slide occurred early yesterday morning on the Newburgh branch of the New York, New Haven & Western railroad, about a mile from its junction with the Hudson River. The train, coming from Newburgh, was bound through the fog, and before it could be stopped dashed into the land side with great force.

The engine, which had just rung its bell, was at first created, and then, having burst from its seat, it badly shaken. The earth was soft and yielding, and though the train did not stop, it was thrown off the track.

Several passengers were injured, but no fatalities.

The train was known as 160, and was bound for New York, Quaker computer, or George. The train was blocked, and travel and passenger traffic were stopped for two hours and twenty-five minutes.

## JAY GOULD'S WESTERN TRIP.

**HIS PLANS FOR RAILWAY CONSOLIDATIONS AND EXTENSIONS.**

Mr. Jay Gould started on a trip through the Southwest Saturday evening on the 5 o'clock train from the New York Central station to Albany. He was accompanied by a party of railroad men.

The only one whose presence was significant was Gen. Thomas T. Eckert, Vice-President and General Manager of the Union Western Telegraph Company.

He is also a co-director with Mr. Gould in several of the principal Southwestern roads.

President Sam Sloan of the Delaware, Lackawanna and Western Railroad, who is a director of the International and Great Northern, and represents a large interest in that road, was also one of the party.

No attempt is made to conceal the fact that the object of Mr. Gould's journey is to give his personal attention to matters relating to the consolidation and extension of the Southwestern roads. They are now in control of the St. Louis Pacific, the Missouri, Kansas and Texas, the Texas and Pacific, and the International and Great Northern.

For a month past he has been planning, in discussion and negotiations, the consolidation of the roads under his control, and relative to the union of those roads either into one or two systems.

The plan that has been worked out places the consolidation of the Missouri, Kansas and Texas, the Texas and Pacific, and the International and Great Northern.

It is the opinion of the representatives of the Kansas and Texas and the International roads that one and a half million dollars' worth of stock will be required to effect the union of those roads either into one or two systems.

The appointment of George Youngs as inspector is instanced as presenting similar features to that of Officer Cloys. He obtained his appointment, however, failing to get a certificate from the Civil Service Commission.

ANOTHER ON THE METROPOLITAN.

The accident of Thirty-third street, on the Sixth avenue, was more alarming. It happened on the down track, and both cars were reversed, so that the car that the conductor had refused to let more passengers aboard of the forward train, which was just ready to start from the station, had to be stopped, but before the train moved locomotive No. 270, drawing a train similarly crowded, came out of the bank of fog suddenly.

The train, which had been stopped, was allowed to start again, and the approaching engine to stop, and then had to be stopped again, the last being disengaged from the locomotive and the framework were collected. Then both trains were run to the siding at Fifty-eighth street, where they will be taken to the repair shop.

A severe thunder storm, which lasted for about twenty minutes, on the engine or car platform which was bent or broken, and a man fell from it, and was caused while the train was disengaged from the locomotive and the framework were collected. Then both trains were run to the siding at Fifty-eighth street, where they will be taken to the repair shop.

The accident of North River and passed over the Hudson and Brooklyn about 45 o'clock in the afternoon. The lightning was very sharp, and the rain was heavy. The passengers on the ferries across the river viewed the storm with fear. Every few seconds the lightning flashed, and the windows of the cars were shattered and starting effect. After the flashes the fog seemed darker than ever. Many of the passengers sat they stepped on the stairs gave expression to the feeling of relief.

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A third meeting was at the Houston street station, between the two others in its circumstances. A crowded train stood at the station about 8 o'clock in the morning, when another train, drawn by a locomotive, came up from the rear, with the brake fully on, and ran into the rear car. The last car of the locomotive was badly damaged, and the front car was entirely torn, and the passengers had to be carried on the ground. The locomotive had only just been downed. The trains were both able to proceed down town at a rate of ten minutes.

During the meeting caused by these collisions, trains were delayed until they extended in close lines for many blocks. General Manager Hall said that the engineers were all under orders to run as slow as possible, and carefully at any cost of time. The collisions, he believed, were due entirely to the conduct of the drivers, and not to the passengers. All the men were somewhat fatigued.

Arrived home, and as far as possible avoided the bear operations of Osborn, Woerthoffer, Oscar, Gannack, and others, who had given him a good deal of trouble, and his nerves, and money, to profit by it. Mr. Gould certainly could not join such a movement, as he owns too many stocks. His position, however, really makes him a bull. At the same time, he thinks the public are running away with the value of any stock, and did not hesitate to advise a friend to sell his entire interest, and to go to the stock market, and buy stocks, and gain to up more than \$900. When he was glad to see the decline because he believed that the market had gotten into an unsafe condition, and the public were bringing people to their brokers, and produce a more healthy state of affairs in the market.

Mr. Gould arrived in St. Louis yesterday and took a room at the Hotel St. Louis, and the wood branch of the Missouri Pacific Railroad.

**A CONTEST OVER ICE HEAPS.**

**MERCHANTS CLEARING THEM AWAY AND A CAR COMPANY FILING THEM AGAIN.**

The business men on Fourteenth street, between Union square and Sixth avenue, have been annoyed during the winter by the Central Cross-town Car Company in such a manner that they have determined to institute legal proceedings against the company, if it shall prove necessary. A subscription list for that purpose is being circulated, and it is expected to amount to \$1,000. The list is at present at the city office of the Central Cross-town Car Company put out of town.

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**MAJOR HOWELL'S SHARP WORDS.**

**INTIMATING THAT HE MAY INTERFERE IN COMMUNIST FRENCH DEPARTMENT.**

Major Howell of Brooklyn yesterday sent to City Works Commissioner John French, one of his fellow vice presidents in the Hanson Place Methodist Church, a rejoinder to Mr. French's recent defense of the management of his department, which Mr. Howell had previously criticized. The Mayor claims that his original request for a reduction of expenses contained nothing to incite resentment, and asks of Mr. French:

"Do you find fault with me which justify your petulant expressions of contempt, your insolent invadings, your daring defiance?"

The Mayor complains that while the department was run on \$2,756, it required \$2,900 to meet the expense of the department, and that the reduction of expenses of \$154 was not sufficient to meet the cost of the department.

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**SHREWD AND TWO IN COLLISION.**

Shrewd and two look the Eaton-Perry Party when it landed in the New York ship, the "Alaska," at the foot of Broadway. With a bang, a hand slide occurred, this city, she ran straight into the Alaska, and the two ships were afloat.

The Alaska, which was bound for Boston, was unable to move, and the two ships were fastened together, and the two ships were afloat.

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**HOW MUST PAY DUES IN HIS HOUSE.**

This Internal Revenue Department has just issued a circular letter. It is directed to Lancashire cotton, a manufacturer who travels from place to place with a portable factory shaped like a Noah's Ark, and who is engaged in the manufacture of cotton goods in the United States. It can bring his house and a factory along with him, and the two go together.

The carriage of the cotton goods is a constant burden to him, and the cost of moving the house and the factory is a heavy expense.

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